

## ILLNESS UPSETS TOGO

Indigestion Forces Admiral to Forego Visit to Fleet.

## RESTS IN HOTEL ALL DAY

Officers and Men of Squadron and People Regretful—Trouble Not Serious.

Boston, Aug. 17.—Admiral Count Togo, worn out by a broadside of feasts and receptions, broke down physically today, and cancelled his proposed visit to the North Atlantic Squadron, engaged in maneuvers off Provincetown. Something in his dinner, as he rode over from New York last night, together with the fatigue of ten days of festivities and a succession of temperature changes, combined to upset the admiral early today, and he complained of a slight attack of indigestion.

Throughout the day the admiral remained in his room, resting easily. Tonight he was to have attended a dinner given by Francis T. Bowles, but instead he ate simple fare in his suite and doctored himself by the use of native remedies. Plans for to-morrow depend entirely on how the admiral feels when he arises, and it is considered not at all impossible that he will limit his activities to an automobile tour of the city, leaving here for Niagara Falls in the afternoon, according to schedule.

Though the Japanese naval hero minimized the seriousness of his attack, Captain Templin M. Potts and Chandler Hale, special representatives of the Navy and State departments, respectively, who are escorting the guest of the nation, thought it best not to risk the voyage on a torpedo boat destroyer to the fleet off Provincetown.

It was a great disappointment not only to the American officers, who had looked forward to showing the eminent Japanese a brilliant array of Uncle Sam's greyhounds, but to the admiral himself, who sent messages of regret to Beekman Winthrop, Acting Secretary of the Navy, and Rear Admiral Osterhaus, in command of the North Atlantic fleet. Special preparations had been made for the affair, and it was to have been one of the most gorgeous naval demonstrations ever given a foreign visitor.

## Osterhaus Sends Sympathy.

In reply to the message of regret from Admiral Togo Rear Admiral Osterhaus sent the following by wireless to Captain Coffman, commandant at the Charlestown Navy Yard, late today:

"Please convey to Admiral Togo my regrets, in which the whole fleet joins, that he is prevented by illness from honoring us with a visit to-day. We all hope for his speedy recovery and that his stay in this country may be pleasant."

The admiral sat alone most of the day at his window in the hotel, and once, as he looked out upon the crowd still waiting for him to appear, he expressed his regret at the sudden turn in his health, and sent word below to inform those without that he would not leave the hotel to-day. For a long time the mass of people outside the hotel lingered, believing that the early report that the great naval hero had fallen a victim to American diet was incorrect. Big headlines in newspaper extras, however, confirmed the story of the admiral's illness, and the disappointment was widespread. Though the admiral was greatly improved in the afternoon, no excursion to the outside air was made, as his collapse indicated the need of complete rest.

When the admiral was overcome by illness to-day four other members of his party confessed that within the last ten days of travelling they also have been affected by the symptoms of the fare at the banquet board. Captain Potts, Lieutenant A. B. Cook, Consul General Miduno and S. Takagi, private secretary to the admiral, have successfully suffered from indigestion. The admiral was the last to be stricken.

## END BILLIARD TABLE STRIKE

Men Return to Work at Old Wages Pending Conference.

Pending a conference with representatives of the Building Trades Employers' Association, the two hundred employees of the Brunswick-Balke-Collender billiard table company, of Manhattan and Long Island City, who struck several days ago against a reduction of wages, went back to work yesterday at the old scale.

The company had a three years' agreement with its employees, expiring August 11, by which they were paid \$1 a day. Just before the expiration of the contract the workmen were informed that on and after August 12 the wages would be \$3.75 a day. The men struck on August 12, demanding a continuance of the \$4 rate.

The strikers are members of the Brotherhood of Carpenters, which has an agreement with the Master Carpenters' Association, but the Brunswick-Balke-Collender company is not a member of any trade association of employers and is affiliated only as an individual firm with the Building Trades Employers' Association. A committee of the latter took up the dispute and decided that the notice of the reduction in wages did not give the employees enough time and recommended that the men return to work until a conference is held.

## AUTO DODGES CAR; HITS TRUCK.

Patrick Franklin, Jr., of New York, State, was driving his automobile in Richmond Road yesterday, when in trying to pass a trolley car he ran into a heavy truck driven by George Koerner, of Grant City. The automobile was wrecked and Franklin was thrown out and badly bruised. Koerner was thrown off his truck and was cut about the head and face.

## FIRST BALE SEA ISLAND COTTON.

Savannah, Aug. 17.—The first bale of the new sea island cotton crop was sold at auction here yesterday and brought 27 cents a pound. The bale, graded extra choice, weighed 465 pounds.

## CARNIVAL PRINCESS CHOSEN.

Asbury Park, N. J., Aug. 17 (Special).—Miss Thelma Moore, of Indianapolis, was chosen by the Carnival Commission for the role of the Princess Cinderella in the pageant of Titania XI, queen of the Asbury Park baby parade and carnival. She is the only daughter of Mr. and Mrs. Harry H. Morgan. She has spent her summers at Asbury Park and is staying this year at the Hotel Lafayette, where several elaborate social affairs have been arranged in her honor.

## OUTING FOR H. M. GREENE'S CLUB.

The Pioneer Republican Club, of the 31st Assembly District, of Hedley M. Greene, State Tax Assessor, is the leader, will hold its annual clam bake and outing at Donnelly's Grove, College Point, Long Island, to-morrow.

## LYNCHERS MUST FACE TRIAL

Five Thousand Persons at Funeral of Negro's Victim.

(By Telegraph to The Tribune.)  
Covington, La., Aug. 17.—Five thousand persons attended the funeral of Edgar Rice, the police officer who was killed by Zack Walker, the negro who was taken from the Covington Hospital on Sunday night by a mob and burned at the stake.

Farmers who live within fifteen miles of Covington offered the use of their carriages and wagons for any person who desired to join the procession to Hephzibah Cemetery, where the body was buried. Many of the business men in Covington closed their stores during the funeral.

A detachment of state police was in front of the house and church to maintain order among the crowd, which assembled as early as 8 o'clock.

There was no sign of disorder at any time during the day and after the burial the curious crowd quietly dispersed. Contrary to expectations, there were no arrests after the burial of Rice, although District Attorney Gathright had intimated yesterday that he might serve several warrants during the afternoon and evening. Governor Tener has taken up the matter of prosecuting those who took part in the burning of the negro, and has stated that he will bring all the powers of the state to bear in an effort to bring the lynchers to justice. He summoned District Attorney Gathright to Harrisburg for a conference to-day and, it is said, expressed himself as pleased at the manner in which Chester County's prosecuting officer was handling the case.

Governor Tener, according to reports received here, told District Attorney Gathright that he would back his movements in every way, and would co-operate with the county officials in bringing before a jury every one of those who, he feels, helped to disgrace the state. Governor Tener has abandoned a holiday he had planned and purposes to keep in close touch with the State Capitol until assured that the blot on Pennsylvania in a measure be wiped out through the courts.

## NERVOUSNESS KILLS OCTOPI

Bermudian Monsters Scared to Death Coming to New York.

Louis Mowbray, owner of the aquarium at Hamilton, Bermuda, who arrived here yesterday on the Bermudian, says nervous prostration killed several fine specimens of the Bermuda octopus that he was bringing here for the Battery Aquarium. Mr. Mowbray says fright superinduced the nervous prostration.

Mr. Mowbray furnishes fish for several aquariums in the United States, and on this trip he brought up ten tanks, containing two hundred fish, among them being three dozen fine specimens of the sea anemone. For years he has been trying to bring octopi alive to New York, and on every venture the fish died in transit. This time he arranged a cage swung from the bottom of a plank which was floated on the surface of the water in the tank.

The octopi were placed in this cage, in order that the vibration of the ship might not affect them. When nearing New York they turned pale, their tentacles loosened and finally they died.

## LEATHER THIEVES KEEP AT IT

Firm in the Swamp Is Robbed for the Third Time in One Month.

The third robbery of leather in one month from the firm of George Rahman & Co., leather manufacturers, of No. 6 Ferry street, occurred Wednesday night, when a roll of leather valued at \$200 was stolen, making the total loss of the firm through these burglaries \$1,200.

When Mr. Rahman arrived at his office yesterday morning he found that a large window on the ground floor had been broken, showing that the place had been entered by burglars. The police were informed and Detective Allen discovered a number of clear finger prints, evidently of a man of a young man, on the broken glass which had fallen to the sidewalk. Photographs were taken of them, to compare with those at Police Headquarters.

The police are of the opinion that the stolen leather is being sold to some machine shop direct and not to junk or second hand leather dealers in small lengths, the firm's name being stamped on it.

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## BEACHEY HAS CLOSE CALL

Machine Runs Out of Gasoline 2,000 Feet in Air.

Chicago, Aug. 17.—The results of the contests at the International aviation meet to-day are as follows:

## WATER FLIGHTS CHANGED

Wright Brothers Bring Suit for Infringement of Patent Against Meet Officials.

Chicago, Aug. 17.—The results of the contests at the International aviation meet to-day are as follows:

Nine miles speed contest for biplanes—Lincoln Beachey won; time, 13 minutes 24.4 seconds; J. A. D. McCurdy second; time, 13 minutes 40 seconds.

Fastest lap of one mile and a third—Lincoln Beachey; 1 minute 26.6 seconds.

Starting—John J. Frisbie, 131 feet 9 inches. Bomb throwing—J. A. D. McCurdy, 5 points out of a possible 24.

Passenger carrying speed contest for monoplanes—Thomas J. Sopwith, 13 minutes 44.2 seconds.

Beachey fitted with death again in his flight today, and was forced to make another spectacular descent, from which even his brother aviators scarcely expected him to escape alive. When about two thousand feet high his engine ran out of gasoline. A stream of smoke could be seen stretching behind the aeroplane, and it was at first thought the machine was on fire.

He reached the earth by a steep glide, which threatened to dash him to pieces, but he brought the machine to a standstill and escaped unharmed.

As a result of the accidents which have marred the "cross water events," the course has been changed from the crib course out into the lake, and future races will be flown along the shore.

An appeal to the United States courts to settle a claim that is said to bear the same relation to the aviation world that the Selden patent case did to the automobile world was started here to-day. Suit was filed by the Wright company in the United States District Court against the International Aviation Meet Association.

Its officers and members of the executive committee, claiming an infringement of patent by every one of the two score aeroplanes at the meet and asking prospective profits and damages.

Arthur Stone, the aviator who fell into Lake Michigan with his aeroplane yesterday from a height of more than 1,000 feet, narrowly escaping death, told last night how it feels to drop that distance and what his first thoughts were after striking the water.

"My first thought was, when I saw no tug in sight and the storm coming on, said Stone, 'I'll bet I won't get home for dinner in time. Funny, isn't it, when one is in a fix, death, but that was my first thought.'"

Describing his accident, Stone continued: "I first noticed that something was wrong with my machine after I had made the first turn on the second lap. About two miles out I pulled my controls. They did not work. I pulled and pulled, I was drifting off the course into the heavy mist over the water, and then I concluded my end had come. I pulled frantically at the controls again and that time they responded. Instead of making the left turn as I wanted to the machine darted up into the sky at a terrific speed. I was going out past the line. I knew it was running wild. I kept pulling the controls and trying to come back to earth. Then suddenly something happened. The machine started to come back to earth. I tried to turn it tail first, but couldn't do it. Then I saw the lake water. It seemed to be coming up to me. I wasn't afraid. Again I thought of Johnnie's being dragged down beneath the beach stone and his being dead. I was in a bad way. In the few seconds' time I was falling I did a thousand and one things. I felt my hand over my face and stood up the cockpit. When the machine was thirty feet from the water I dived head first and away from it. It hit about the same time I hit with a great crash. I had on a life preserver and was able to keep afloat until the tug came."

The funeral of St. Croix Johnstone, who was killed by a fall from an aeroplane last Tuesday, was held to-day. Several of his late companions at the aviation meet here were present. A monoplaner, made of flowers, was among the floral pieces. The body will be cremated.

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## ATWOOD FLIES 123 MILES

Trip from Toledo to Cleveland an "Easy Canter," He Says.

Cleveland, Aug. 17.—With another gain to his credit of 123 miles, Harry N. Atwood arrived in Cleveland this afternoon on his aeroplane flight from St. Louis to New York. He covered the 123 miles between Toledo and Cleveland in an actual flying time of 2 hours and 20 minutes.

## TIME, 2 HOURS 20 MINUTES

Covered 55 Miles in 59 Minutes—Expects to Land at Coney Island in Five Days.

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"Just an easy canter," said Atwood, as he stepped from his biplane to park on the lake shore in the city. "I almost went to sleep with the monotony of it. In five days New York will see me hop over its tallest skyscrapers and glide into the sand at Coney Island."

The Bostonian is pleased with his progress. He has now travelled 443 miles from his starting point in St. Louis. He has still 622 miles to fly to reach his destination in New York. He therefore has gone ten and one-half miles more than half of the 1,265 mile trip which, he says, will show the possibility of a future ocean-to-ocean flight. His total time actually in the air since he left St. Louis last Monday is 13 hours and 15 minutes.

The blowing of whistles and the cheering of people crowded on the roofs of office buildings made Atwood's entry into Cleveland, shortly before 5 o'clock, as thrilling as the ovations accorded him at St. Louis, Chicago and Toledo. Coming with him, approaching a city, the aviator soared to an altitude of 1,500 feet, where, enveloped in the misty atmosphere, the biplane was only indistinctly visible to the thousands of eyes turned toward it.

## Mistake in Landing Place.

That an aeronaut cannot quickly pick out the spot arranged for his landing in a strange city was again shown when Atwood, by mistake, at 4:41 p. m. descended at Edgewater Park, in the western section, whereas Euclid Beach, thirteen miles to the east, had been officially assigned to him. Not to disappoint the people, Atwood again ascended, and in 15 minutes covered the thirteen miles over the city and safely landed. A second later he threw his suitcase out of the biplane and jumped out, his face reddened by the hard drive against the wind.

Leaving Toledo at 10:29 a. m., Atwood skirted along the edge of Lake Erie at an altitude varying from 300 to 500 feet. He made intermediate landings at Venice and Sandusky, although his schedule called for only one landing. For twenty miles after leaving Sandusky, at 3:35 p. m., he steered his machine over the lake, while the populations of towns and villages ran to the water's edge.

Finding the air currents over the lake too uncertain, Atwood returned to a point over the land, and at Lorain resumed his regular course over the Lake Shore & Michigan Southern Railroad tracks.

## Made Two Stops in Flight.

With farms, woods, villages and rivers spinning beneath him in a blur, caused by a mist which except in the lake, he made his best time from Toledo and Venice. He flew the fifty-five miles in fifty-nine minutes, including time lost in searching for a landing place. According to programme, he was to have landed first at Sandusky, three miles further east, but coming up at more than a mile a minute he saw that the proposed landing place, where thousands of people were gathered, was too small. Quickly veering around, he retraced his route, and spying an open area at Venice landed there. This accounted for his making two stops instead of one in the Toledo-Cleveland flight.

"The fact that I am in Cleveland tonight, when I didn't expect to reach here before Sunday, shows how far ahead of my schedule I am," said Atwood. "These numerous stops which I am compelled to make are keeping me back. I am not half trying for speed. But I see no reason why."

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Atwood was uncertain to-night what his programme would be for to-morrow. He said he probably would not leave Cleveland until the afternoon, and then would start on a ninety-five-mile trip for Erie, Penn., going by way of Ashtabula, Ohio, and arriving in Erie about sundown. Still, he said, a change in his plan might result in his starting earlier and going on to Buffalo. Soon after his arrival here Atwood's aeroplane was attached to a claim for \$300 alleged to be due it by the Standard Oil Company. It later was released on a bond furnished by Atwood, who explained that the claim was for oil and gasoline furnished him on an Eastern flight. The oil and gasoline, Atwood asserts, were given to him.

## STUDENT SENT TO PRISON.

Charles A. Scheimer, who said he was a student in the medical school at Columbia University, was fined \$5 in Special Sessions yesterday for stealing 55 cents in fares while employed during his vacation as a con-

## SUIT OVER COAL FOR HAYTI

Agent Here Arrested for Sum Which Government Says It Paid.

Jasper J. Hobbs, a dealer in coal, was arrested yesterday by Deputy Sheriff McDonnell, in an action brought against him by W. C. Atwater & Co., coal merchants, of No. 1 Broadway, to recover \$2,812 which the plaintiffs say Hobbs converted to his own use. Hobbs was released in \$2,000 bail.

Hobbs represented to the plaintiffs, according to the complaint, that he could get an order from the government of Hayti for a thousand tons or more of coal, and a cargo of 1,335 tons was shipped to Hayti. The value of the cargo was \$3,612.

Shortly after the cargo reached Hayti Hobbs, it is alleged, forwarded \$1,000 to the plaintiffs, promising to send the remainder in thirty days, or as soon as he received his check from the government. But he never sent the money.

The officials of the coal company communicated with the government and received the reply that Hobbs had been paid in full.

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